

### 2.10.1 Highways

ADOT has planned roadway improvement projects in all three Focus Areas. The majority of the planned improvements are in the Coconino-Yavapai Focus Area, followed by Navajo-Hopi Focus Area and then the New River Focus Area.

### 2.10.2 Public Transit

ADOT has determined that only 18% of transit ridership demands are currently being met. As such, ADOT has developed the *Arizona Rural Transit Needs Study* to establish current needs and future demand for transit service within the study area and rural Arizona in general. Though transit service in Arizona tends to be established by municipalities or transportation organizations (both public and private), ADOT has identified a strategy to improve public transit both locally and regionally.

Improved public transit service within Northern Arizona is currently being explored both by cities, towns and transportation organizations that regulate transit services in the area. Additionally, Proposition 403 was not approved by voters in the 2006 election resulting in a lack of funding for transit improvements within the region. Another proposition is anticipated to be included on the 2008 election ballot. Passage of the proposition will result in additional funding for public transit improvements within the region.

### 2.10.3 Rail

Freight rail service is discussed in Section 2.7. There is no commuter rail service within the study area. Scenic rail service is provided by the Grand Canyon Railroad from Williams to the Grand Canyon National Park.

### 2.10.4 Pedestrian/Bicycle

Pedestrian/Bicycle systems are discussed in Section 2.8.

## 2.11 SUMMARY OF RELATED STUDIES AND REPORTS

Arizona Department of Transportation: Arizona Rural Transit Needs Study: Final Report. 2007

The Arizona Department of Transportation initiated a study to examine rural transit needs statewide. This report describes existing transit conditions as well as demographic projections and models future demand for transit service both within the study area and statewide. The report also prescribes funding opportunities and includes a strategy for implementing improved rural transit service in non-urbanized areas as well as establishing a partnership with current transit providers and municipalities to improve the current system.

Transamerica Transportation Corridor: Transportation Options for the 21<sup>st</sup> Century: Feasibility Study: Executive Summary

The corridor is from Virginia to California, between I-40 and I-70. The US DOT Appropriations Act (fiscal year 1991) provided funding for the study. The dimensions of the corridor study area are 3,000 miles by 250 miles to 350 miles. This area averages 40% fewer people per square mile than the US average. The feasibility study gives five

alternatives: interstate-type highway, upgraded railway, superhighway, high speed rail and Maglev.

The results of the study state that there currently is no "pressing need" for a coast to coast corridor. The low population, physio-graphic conditions, and land ownership patterns reduce the feasibility of the study. With increased speed and increased safety, the corridor could serve larger and heavier trucks than currently possible on interstate highways. The Transamerica Transportation Corridor does not meet economic feasibility criteria with the increased cost and decreased travel demands in some segments. Some segments may be feasible. If the feasible segments are built, the whole corridor may be considered. Overall, the cost of the project would be extremely expensive even with tolls. The rail service would not be economically feasible.

Marquis, Charles E. "I-66: Four Corners could be linked to outside". *Daily Times*. Farmington, N.M. B4. September 22, 1996.

The proposed interstate by Interstate 66 Project, Inc would reduce the travel time between Kayenta, Arizona to Farmington, New Mexico down to one hour by traveling 120 miles per hour. The east-west corridor would link Arizona to New Mexico and the north-south corridor would link Flagstaff to Page with an extension of I-17 on a local level. On a national level the proposed I-66 would connect St. George, Utah to Washington, D.C. Paul Bevan representing the Interstate 66 Project, Inc recommended that the Navajo Nation apply for a \$250,000 federal grant to go toward a feasibility study for the interstate. The I-66 Project predicts economic development in Appalachia and in Native American communities, such as the Navajo. The Transamerica Highway from Canada to Mexico would intersect the proposed I-66 in Washington County, Utah and at the Marble Canyon Bridge on the site of the Navajo Nation.

Transamerica Transportation Corridor Feasibility Study: Traffic Study by MK Centennial Engineering, Inc.

This document outlines several key points to the traffic study:

- Population Data
- Existing Traffic Data
- Land Use
- Future Traffic Data
- Southern Corridor/I-15 Connection

Maps of the Southern Corridor Feasibility Study:

- Figure 2-2: Estimated 1995 Traffic Volumes
- Figure 5-3: Projected 2020 Traffic Volumes with Planned Roadway Network
- Figure 5-1: No-Build Projected 2020 Traffic Volumes
- Figure 5-2: Percent Distribution of SR 59 Traffic with Planned Roadway Network

There is no date on this document, however there is a hand-written note at the top, "Part of Washington County I-66 Study (\$100,000) Richard Jentzsch January 26, 1996".

Resolution No. 587-93: Resolution of the Mayor and Common Council of the City of Page, Coconino County, Az, in Support of an I-17 Corridor from Flagstaff to Page.

- 1) January 11, 1993 Gov. Fife Symington proposed to "obtain federal support to extend I-17 north to I-15 as part of the development of a north-south transportation and trade corridor that will connect western Canada through Arizona to Mexico City.
- 2) As part of NAFTA
- 3) NAFTA corridor will have an influence of Arizona's NHS routes
- 4) ISTEAs states that the "East-West Transamerica Corridor" as a priority corridor and be known as I-66 Project
- 5) An I-66 feasibility study is currently underway
- 6) The proposed route for I-66 (from 4-corners region, through Navajo Nation, Page, Fredonia, Colorado City, to I-15 to St. George
- 7) A major consideration in selecting a trade corridor should be extending I-17 to I-66 from Flagstaff to Page
- 8) This trade corridor will enhance economic development needs of the Navajo Nation and concurrently support increasing tourism to northern Arizona
- 9) Proposed extension of I-17 through Page to Utah is the shortest route (146 miles) of new interstate which is much cheaper than the 269 miles from Phoenix to the Hoover Dam and two bridges across the Colorado River
- 10) Page would like to move up the Tentative Five-Year Highway Construction Program (a Flagstaff-Page Corridor Study for constructing SR- 89 to a 4-lane standard) from the FY1995-1996 to FY1993-1994 to coordinate with I-17 corridor study
- 11) The Page Mayor and Common Council vote to support an I-17 corridor along SR- 89 from Flagstaff to Page
- 12) The measure was passed/adopted by the Mayor and Common Council on April 22, 1993

### 2.11.1 Completed Studies

This section lists the studies, reports and general plans developed by municipalities, government agencies, and planning groups within the study area.

2008

US Department of Agriculture, Forest Service, 2008. Apache-Sitgreaves National Forest Plan Revision

Given that a variety of activities are permitted on Forest Service administered lands, the USFS periodically reviews and revises Forest Plans on National Forest Land. Forest Plans provide for integrated multiple use and sustained yield of goods and services on Forest Service land to ensure maximized long-term benefits of resources. The Apache-Sitgreaves National Forest Plan Revision is currently underway.

US Department of Agriculture, Forest Service, 2008. Draft Environmental Impact Statement for Warm Fire Recovery Project.

The Warm Fire Recovery Project Draft Environmental Impact Statement was completed in 2008 and provided a study of restoration needs for the 40,000 acres burned within the Kaibab Forest in 2006.

## 2007

Arizona Department of Transportation, 2007. Central Arizona Regional Transportation Profile Draft Summary of Existing and Future Conditions.

This document gives a summary of existing and future conditions within the Central Arizona region.

Page, 2007. City of Page General Plan Existing Conditions Report. Page, AZ.

The City of Page generated a General Plan Existing Conditions Report establishing regional activity centers as well as identifying transportation and land use conditions illustrating existing conditions within the city.

US Department of Agriculture, Forest Service, 2007. Coconino National Forest Plan Revision.

Given that a variety of activities are permitted on Forest Service administered lands, the USFS periodically reviews and revises Forest Plans on National Forest Land. Forest Plans provide for integrated multiple use and sustained yield of goods and services on Forest Service land to ensure maximized long-term benefits of resources. The Coconino National Forest Plan Revision was completed in 2007.

US Department of Agriculture, Forest Service, 2007. Prescott National Forest Plan Revision

Given that a variety of activities are permitted on Forest Service administered lands, the USFS periodically reviews and revises Forest Plans on National Forest Land. Forest Plans provide for integrated multiple use and sustained yield of goods and services on Forest Service land to ensure maximized long-term benefits of resources. The Prescott National Forest Plan Revision was completed in 2007.

## 2006

Central Yavapai Metropolitan Planning Organization, 2006. Central Yavapai Metropolitan Planning Organization Regional Transportation Study Final Report.

This document provides a comprehensive analysis of the Central Yavapai region including the communities of Prescott, Prescott Valley, Chino Valley, Dewey-Humboldt, portions of Yavapai County and the Yavapai-Prescott Nation. Transportation conditions and future goals are outlined in this study.

US Department of Agriculture, Forest Service, 2006. Kaibab National Forest Plan Revision

Given that a variety of activities are permitted on Forest Service administered lands, the USFS periodically reviews and revises Forest Plans on National Forest Land. Forest Plans provide for integrated multiple use and sustained yield of goods and services on Forest Service land to ensure maximized long-term benefits of resources. Kaibab National Forest Plan Revision was completed in 2006.

## 2005

City of Holbrook, 2005. City of Holbrook General Plan: Holbrook, AZ.

The City of Holbrook developed its general plan in 2005. Within the plan several goals were identified to maximize on its geographic proximity to recreational areas, industry, and highly used regional transportation corridors. The city is also focusing on encouraging high quality development to raise neighborhood quality standards and promote cultural resources, commercial and trade potential and downtown revitalization.

Yavapai County, 2005. Central Yavapai Metropolitan Planning Organization Transportation Plan Working Paper 2 Existing Multimodal Conditions.

This document provides a comprehensive analysis of existing multimodal conditions within the Central Yavapai region including information regarding available transit modes, transportation corridors, and infrastructure in the region.

#### 2004

Apache County, 2004. Apache County Comprehensive Plan. St. Johns, AZ: Planning and Zoning Department.

Apache County is experiencing very little population growth recently and has focused its comprehensive plan goals on proposing transportation improvements to encourage and accommodate long-term growth. Additionally, Apache County is focusing on maximizing its natural resources and recreational attractions by improving transportation infrastructure serving these activity centers (e.g., Petrified National Forest, Canyon de Chelly, Lyman Lake State Park, etc).

Navajo County, 2004. Navajo County Comprehensive Plan. Navajo County, AZ.

The Navajo County Comprehensive Plan outlines goals and objectives to address issues facing Navajo County.

#### 2003

Chino Valley, 2003. General Plan. Chino Valley, AZ.

This document outlines existing conditions of Chino Valley as well as planning goals and policies as prescribed by the town.

Coconino County, 2003. Coconino County Comprehensive Plan.

Coconino County is the second largest county in the US and one of the most sparsely populated. The Coconino County Comprehensive Plan was developed to address the decreasing private land base as well as stress the strong values for preserving rural character commonly supported by residents. The plan also includes goals for preserving and managing natural resources and highly viewed recreational areas (e.g., Grand Canyon National Park).

Prescott, 2003. City of Prescott General Plan A Community Vision. Prescott, AZ.

This document outlines existing conditions of Prescott and provides goals and objectives for future planning within the City.

Wickenburg, 2003. Town of Wickenburg General Plan. Wickenburg, AZ.

This document outlines existing conditions of Wickenburg and provides goals and objectives for future planning within the Town.

Williams, 2003. City of Williams General Plan. Williams, AZ.

This document outlines existing conditions of Williams and provides goals and objectives for future planning within the City.

Yavapai County, 2003. Yavapai County General Plan.

This document outlines existing conditions of Yavapai County and provides goals and objectives for future planning within the County.

#### 2002



Clarkdale, 2002. General Plan. Clarkdale, AZ.

This document outlines existing conditions of Clarkdale and provides goals and objectives for future planning within the Town.

2001

Flagstaff, 2001. Flagstaff Area Regional Land Use and Transportation Plan. Flagstaff, AZ: Flagstaff Metropolitan Planning Organization.

This document provides an analysis of existing land ownership within the region as well as recommendations for shaping growth and preserving open space.

1997

Arizona Department of Transportation, 1997. Phoenix-Flagstaff-Page Corridor Study Working Papers 1 and 2 Inventory of Existing Conditions Analysis of Needs and Deficiencies.

This document provides a broad overview of existing conditions for the Phoenix, Flagstaff and Page corridor, as well as a synopsis of related studies and an analysis of needs for the corridor.

1995

US Department of the Interior. National Park Service, 1995. Grand Canyon General Management Plan.

The Grand Canyon National Park encompasses 1,218,375 acres of public land and is highly visited. The most significant issue facing the park is the volume of vehicles far exceeds the capacity of roads within the park. This document outlines goals to encourage alternative means of transportation, minimize disturbance, and provide for sustainable future development.

### 2.11.2 Studies Currently Underway

The planning process includes the development or revision of studies as needed. In general, known studies underway include Small Area Transportation Studies within incorporated areas of the study area, updating the 20-year plan for Colorado City's Airport, Arizona Public Service consistently studies local needs in order to improve the utility infrastructure and meet growth demands. In particular, the following studies are underway:

- FMPO Long Range Transportation Plan Update
- Navajo County Transportation Plan

### 2.11.3 Funded Future Studies

No available information at this time.